

will own trucks of their own to carry on the work of the large farm.

With all of these facts making themselves felt by every one, the question is asked every day, "Will the automobile supersede the horse?" In the cities, largely, but on the farm it will but supplement the horse and fill the place of the extra horses which have to be kept throughout the year in order to have their help in the busy season. This is one of the greatest expenses to the farmer, and the automobile is proving its worth in this special particular. However, the lover of horses looks at the question from still a different standpoint; like the old darkey down in Georgia when first seeing an automobile, exclaimed: "Praise de Lord, the white man dun freed the nigger, and now he's dun freed de mule."

It might not be too venturesome to suggest, however, that no machine of steel and steam, of cog or cam, no vapor-fed motor, no craft propelled by batteries and boilers, can more than in a measure displace the horse in his many uses, in business, sport and pleasure. Until human nature becomes something else, the beauty, strength and utility embodied in a well-bred, well-trained horse, whether intended for the carriage, the saddle, the truck, or the plow, will be admired by human kind, and profit found in his rearing, improvement and varied use. It is impossible that this appreciation for the horse shall seriously abate, though his production is, as a business, like all others, subject to vicissitudes of supply and demand, fashion and fancy, method and manner, time and place. Incidentally his propagation was never more profitable nor his prices higher than now. There are no indications that the gasoline wagon is lessening any important demand for horses of the heavier breeds; for these, while they are more numerous than ever before, the call was never more insistent than it is now. Nor, even if it might have been feared, do signs point to any permanent lack of interest in the harness horse, for the elite of the fashionable centres have already exhibited renewed interest in smart drivers, to differentiate themselves from the masses so largely using the motor car and thereby making it common, if for no other reason.

There is, it must be confessed, an air of pomp, circumstance and style, suggestive of aristocracy, if you please, about the possession and direction of a high-stepping, free acting, dashing team of high-bred roadsters. With proper appointments, not matched by the automobile.

Not only has the auto-car not depressed the draft horse business, but instead it will increase the working capital of the farm and its efficiency by tending to eliminate the many purpose horse. Few farmers, comparatively, kept

a team adapted exclusively for the road, but, on the other hand, probably a pair having no particular merit, and used both for traveling and farm work and suited especially for neither.

The farmer who has time to give outside business affairs has established himself in a very lucrative occupation in owning an automobile and doing not only the marketing for himself, but for his neighbors. Some progressive young men are opening auto livery in the small towns, and are doing a good land business in connection, using their machines to carry the customers into the rural districts to inspect their farm lands. Many of these villages are made up almost entire-

There are few, if any, who have more or better reasons for employing these machines than the farmer. Naturally he is a mechanic; force of circumstances makes him one. He knows machinery, and hence should be able to care for, and run his car at a smaller expense than the city man, and with greater efficiency. In contemplating the advisability of buying, the man of the farm should not be governed by statements of the cost of upkeep from the city man's experience, as the farmer may elimin-



The Auto is the Farmer's "Handy Man." No More Broken Down Fences on the Farm Where There is an Auto



Bad Roads and a Full Load, Yet the Driver is Full of Confidence for She Knows

ly of retired farmers and their families, many of them still owning their farms and using their automobiles to run back and forth in the superintending of the work. It is but a short trip to the farm and back again, bringing fresh

ate much of the cost of the garage and the chauffeur.

Only the car of high-grade in every detail should be bought for the country, about in much the same manner as if choosing a horse, that is, by fully consider-



As a Produce Wagon the Auto Gets to Market Early

supplies of all kinds, thus bringing the advantages of the country in close touch with life in town. Month by month the advantages of the automobile to the farmer seem to increase and many farmers are asking: "Can I afford an automobile?" The reply comes at once from those who speak from experience. "Yes, if you will use good judgment in caring for your machine. It will prove itself to be not a luxury, but an investment which will give the best returns."

ing the requirements to be met, for the utility of the various cars, like that of the different breeds of horses, is to a certain extent limited. Proportions of weight to size, horse power, methods of ignition and drive, gearing and engine construction are all essentials to be considered, but no one should so far lose his mental balances to buy unless well able to do so.

This does not necessarily imply that the cash should be in hand in every instance, but if it is believed that the purchase will give fair returns on a combination of business and pleasure then buying would be a natural sequence.

In innumerable ways it may add to the economies and attractions of farm life. Instead of the slow, wearisome trip to town in the jolting, nerve-wrecking lumber wagon, with a jaded and overworked team, or even the spring wagon or carriage and a pair of fresh roadsters, the automobile makes the journey quickly and comfortably, leaving the team available for use at home, which is extremely important, especially at certain seasons. When farm affairs are pressing, the necessary trips may be taken with the auto after the day's work is done, and as recreation, if there be no son or daughter to run the car at other times. It will carry milk to the creamery, take the women shopping, haul minor produce to market, bring home supplies, and on Sundays, while teams are resting, may whisk the family to church or to neighbors or distant friends. During harvest, when the shining hours are precious, in the emergency of a breakdown in the machinery the telephone and the city auto can quickly be made available to bring the necessary extras or repairs and work goes on with little loss from delay. The auto encourages visits that make for more neighborly, congenial communities, and contributes to culture and refinement that, without the mental contact and association with others, might not be attained. It helps to break the isolation and loneliness of rural life and particularly so in the case of the good housewife, in whose years of strenuous labors restful pleas-



The Horses are in the Pasture Resting for Monday The Auto Goes to Church